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JAN 17 2008**AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraphs [0055], [0056] and [0057] with the following paragraphs rewritten in amendment format:

[0055] The scenario market share estimate data 40 may in turn serve as input to the expense-based cost calculation module 16 and/or the time-based cost calculation module 18. Referring to Figure 4, the expense-based cost module 48 16 calculates the amount of money the corporate customer would spend given each airline's current and/or proposed price agreements within a given scenario. In addition to scenario market share data, the expense-based cost module 16 accesses projected airline travel data 24 and airline purchase data 41. Airline purchase data may include the terms and conditions of any recent and/or prospective price agreement, the estimated or actual fare mix as purchased by the corporate airline customer, and/or the estimated or actual source country (a.k.a. point of sale) of the customer's airline purchases for each given airline. Given an airline's fair market share and/or scenario market share for a given city pair, the customer's projected airline travel for the city pair, and the relevant airline purchase data, the expense-based cost module 16 can compute the expected travel cost data as is known in the art. It is envisioned that the expected travel cost data may or may not account for any special pricing provided for under an airline's current or proposed contract terms. In addition, the airline's expected spend and segments at the city pair level can be aggregated at a regional or system-wide level.

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[0056] With reference to Figure 5, the time-based cost module 18 calculates the value of the travel time required under a given scenario. The scenario market share data, the projected airline travel data, and airline schedule data also serve as inputs to the time-based cost module 18. As will be apparent to one skilled in the art, the time-based cost module 18 can calculate the expected travel time on a given airline for a given city pair by using each of these three input data sets. A preferred method for deriving the expected travel time for a scenario is to first find each airline's fastest flight record for each city pair from those provided in the airline schedule data 44 26. For the given scenario, multiply the airline's expected number of segments as given by the scenario market share data 40 by the amount of time associated with the airline's fastest flight record serving the city pair. Sum the amount of time for each airline across all city pairs within the scenario. It is envisioned that other methods may be used for estimating the amount of time associated with each airline's ability to serve a given city pair, such as a weighted average based on each flight record's probability of being used by a business traveler.

[0057] In addition, the system user preferably enters a number representing the estimated value of the customer's average traveler's time 46. In a preferred embodiment, this number is expressed in a currency unit per hour format. By multiplying the expected travel time by the value of the traveler's time, the time-based cost module can determine expected travel time cost data 48. The results from the time-based cost module 46 18 may be stored in the following form:

<u>Scenario ID</u>	<u>City Pair Code</u>	<u>Carrier Code</u>	<u>Expected Travel</u> <u>Time (hours)</u>	<u>Expected Travel</u> <u>Cost</u>

2	CLEORD	AA	420	\$42,000
3	CLEORD	AA	350	\$35,000

The expected travel time cost data 48 may be aggregated to provide the expected travel time cost for a specified scenario. In this way, the incremental cost of travel time for one scenario can be compared with the travel time for other scenarios. It should be appreciated that by setting the value of the average traveler's time to zero, the time-based cost data can be eliminated from the airline customer's analysis.